



iNformation

Don't Fly by Landing Page

The *iN* Service Landing Page is where you access all *iN* service content via the left column menu. In a rush to get to that content you might miss some important information on the Landing Page itself.

Whenever there is an important news-worthy event or when we feel information needs to be brought to light, we publish a short article about it on the Landing Page.

The Landing Page usually gets updated weekly but a new item may be posted at any time. Therefore it's important to spend a few moments to read the Landing Page articles to make sure you're up to date. To see previous articles click on the archive link at the top left of the page.

Feedback Loop

Crush Washer Replacement

In the March issue of *The Wrench* we ran an article cautioning about over-tightening oil drain bolts, which could lead to stripping the threads in the case. The article mentioned that a very deformed crush washer is a good visual clue that the drain bolt has been over tightened.

Astute reader Tim Warstler, Service Manager of Corona Motorsports, contacted us about the frequent situation of do-it-yourselfers reusing the crush washer that can lead to the drain bolt being overtightened, especially if the washer is damaged and the owner attempts to stop an oil leak.

The crush washer is a one-use only part and should be replaced every time the drain bolt has been loosened.

All Models

New Model Information

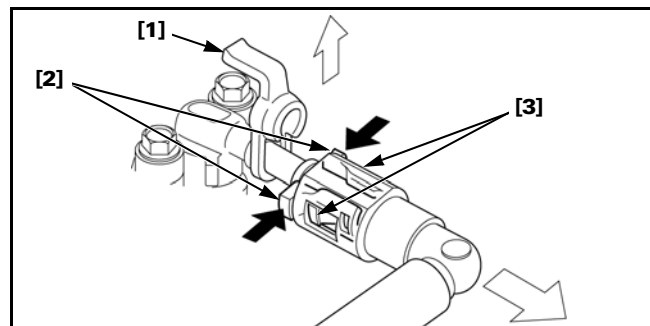
In the April issue we gave you an overview of two models that were released that month. In this issue we're giving you a little more information about the 2011 CBR250R and introducing a couple 2012 models. See the *2011 Update* on the *iN* Online University for more information.

2011 CBR250R

Fuel Tank Removal Tip

When removing the fuel tank you'll have to disconnect the fuel line. Instead of disconnecting it from the fuel pump, it's easier to do so from the throttle body as instructed below.

1. Relieve the fuel pressure.
2. Have someone hold the front of the fuel tank.
3. Stand on the left side of the motorcycle and pull and release the joint rubber [1] tabs from the retainer.



4. Use your index fingers to push the retainer tabs [2] in to release them from the locking pawls [3] and pull the connector off.

Note: The joint rubber and retainer must be replaced anytime the line is disconnected.

See the Service Manual for more information.

Oil Filter Caution

The 2011 CBR250R's oil filter looks similar to other Honda oil filters, specifically those for our ATV models, but is a new part.

P/N: 15410-KYJ-901

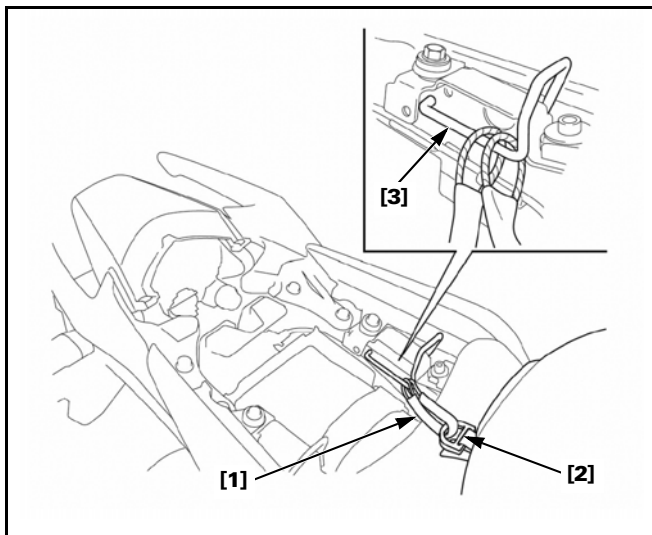
The filter is directional and is designed to flow oil in the opposite direction from the ATV filters. Installing an ATV filter into the CBR250R or CBR250R filter into an ATV will prevent proper flow, causing engine damage.

Always check the oil filter part number of any model you're working on before installing it.

Helmet Holder Location

The helmet holder is located under the left side of the passenger seat. Follow this procedure to use the holder:

1. Remove the passenger seat.
2. Pass the helmet cable [1] through the helmet strap's D-rings [2].



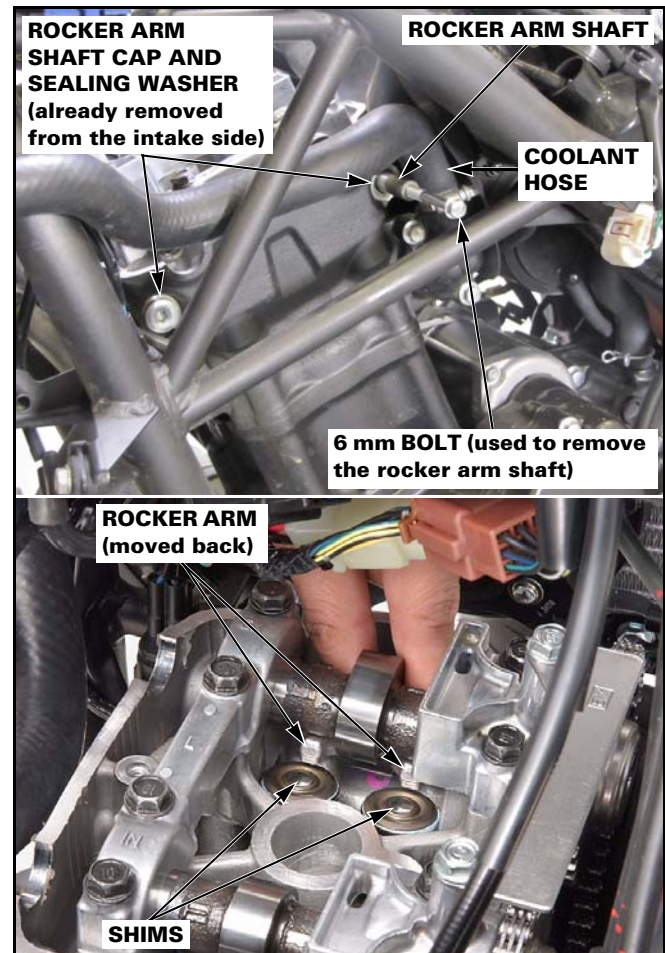
3. Loop both ends of the cable around the helmet holder [3].
4. Reattach the passenger seat.
5. Allow the helmet to rest against the rider seat.

Valve Adjustment Procedure

The CBR250R has a unique cylinder head design that allows the valve shims to be accessed without removing the camshafts.

Both the intake and exhaust rocker arm shafts can be removed, which allows the rocker arms to be moved back and away from the shims. This

greatly reduces the complexity and time required to adjust the valve clearances.



Both the intake and exhaust valves can be adjusted in this way, however, the clearance between the intake rocker arm shaft's cap and thermostat housing coolant hose may require angling of the cap to clear the hose, or draining of the coolant and removal of the coolant hose.

See the 2011 CBR250R Service Manual for specific and detailed instructions.

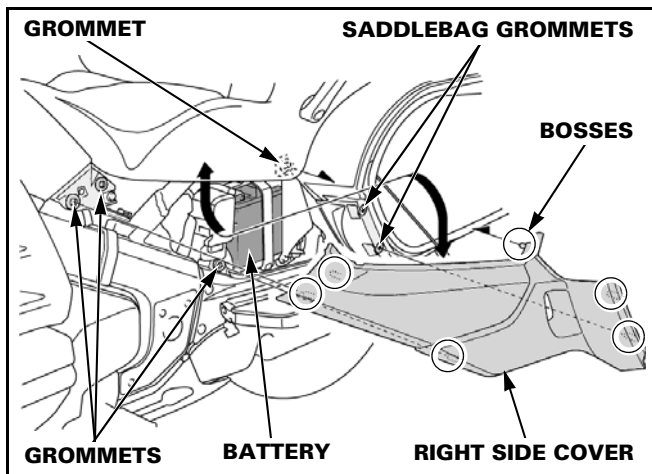
2012 GL1800/A

Battery Access

On the new 2012 Gold Wing, as on the previous model, you have to remove the left side cover to access the battery. However, because of the newly designed saddlebags, there is one additional required step

On the 2012 model, opening the left saddlebag is necessary to release the two rear bosses of the side cover that are behind the saddlebag lid. Fail-

ing to do this could result in damage to the cover and/or saddlebag. Make sure to release the other four bosses from their grommets before attempting to remove the cover. Use the same procedure for the right side cover.



The new Gold Wing also includes some upgrades to the navigation and audio systems. These enhancements include the ability to import and export routes via a Route Data SD card, and a USB connector to plug in a digital music player or USB flash drive. To get more information about these upgrades and how to operate them read the *Owner's Manual* available on iN's HISP.



2012 TRX500FE/FPE/FM/FPM

The new TRX500 Foreman is an all new model but includes a few things you'll be familiar with.

Engine architecture is very similar to the TRX420, which should make regular maintenance a familiar task. The swingarm is similar to the TRX420 but with a tubular rear axle, as seen on the previous Foreman. And, there is no fuel valve, similar to the

TRX680, so use a pinch clamp to stop fuel flow prior to tank removal. Other things of note about this new model are as follows:

- The fuel gauge sender connector is easy to access, being located near the right front of the fuel tank and is clipped to a frame bracket. It needs to be unclipped from the frame bracket before it can be disconnected.
- There will be a new special tool, available soon, for disconnecting the fuel line (070MF-HP50200). It is small so we suggest you thread a lanyard through the provided hole.

Remember the joint rubber and retainer must always be replaced every time you disconnect the fuel line.



- The easy to install full length skidplate has fewer bolts than on the TRX420. Note there are two tabs that engage a frame cross member at the rear of the engine.
- The front and rear shocks are adjustable for spring preload. The tool kit does not include a pin spanner but tool 89202-KA4-811 will work on both front and rear shock adjusters.
- A new, higher capacity battery (GYZ 16) is factory filled and pre-charged. Due to the higher amp-hour rating as well as the higher weight (2.2 lbs) this battery is not recommended for use in other ATV models.
- Due to the new battery type your battery tester will needed to be updated with new software (version 2.5 2011). Read STN #16 on iN.

On-Road

2006-2012 GL1800/A

Heated Grips/Seats Repair

In the January 2010 issue of *The Wrench* we included comprehensive instructions on how to diagnose malfunctions with the GL1800/A heated grips and seats system. In the article we stated that connector terminals were not available. However, since that article was written American Honda Parts now offers replacement connector terminals.

For more information read the February 2011 issue of *The Wrench* and STN #11 on *iN*.

Warranty Corner

ATV/MUV Winch Warranty Reminder

All warranty issues for the Honda Genuine Accessories ATV and MUV winches and related parts should be processed directly through the manufacturer Warn Industries' Service Network. Do not file a warranty claim with American Honda.



Refer to the Utility ATV and Big Red winch warranty Parts Information bulletins for instructions. To locate the bulletins enter the keyword "winch" in the Parts Bulletins window on *iN*.

Get Familiar with Warranty Policies and Procedures

Virtually all mistaken warranty claims can be prevented with a better knowledge of American Honda's warranty policies and procedures.

The *Warranty Policies and Procedures Manual* (WPPM) was last updated in February 2011. It is available on *iN* at the path shown below and includes everything you need to know about American Honda's product warranties.

iN > Service > Service Publications > WPPM

Also, for quick reference the warranty booklets for motorcycles, motor scooters, TRX, MUV, and personal watercraft are a handy item. Remember these booklets must be given to vehicle purchasers at the time of sale and can be used to discuss warranty coverage issues with customers.

The warranty booklets can be ordered from Helm Inc., from the *iN* eMail page (path shown below). See the table for the current booklets.

iN > eMail > Service Publications > Helm

Type	Range	P/N
Motorcycle	2012 & Previous	S0421
TRX	2012 & Previous	S4452
MUV	2011 & Previous	S3410
Motor Scooter	2011 & Previous	S5408
Personal Watercraft	2009 & Previous	S8406

Best Practices

Honda dealership technicians have a wealth of experience and knowledge. Share your knowledge, tips, advice, and other best practices by submitting them to *The Wrench* editor for publication consideration. You can also send feedback on published articles and other *The Wrench* topics. Send submissions to the e-mail address listed below. Please include your title, the dealership where you work, and contact information. Thanks!



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